

## **Design Build 7-261 Fayette County**

### **Pre-Submittal Meeting 7-7-06**

1) Mandatory Utility meeting will be held 7-12-06 with representatives of the DBT's, KYTC, and the respective utility companies. Please hold any in depth utility questions until then. In general, the Awards Committee will look at efforts to minimize utility impacts in a very favorable light. Your final submittal must include a separate estimate of utility relocation costs for your project design.

2) A mandatory "stakeholders meeting" is being scheduled for 7-26-06 with the DBT's, KYTC, and various groups and officials from the community to discuss project issues. Final details will be announced at a latter date. It is the intent of this meeting that the DBT's become aware of stakeholder concerns so that they can adequately address these as part of their design.

3) Please note the special R\W section. Obviously, the dry stone fences and stone entrance ways will require special attention. We also have a cemetery adjacent to project that could have an impact on the project. Your final submittal must include a separate estimate for R|W costs for your project design.

4) Components of your bid: The bid for the project shall be 1 lump sum "all inclusive" bid item that includes all design, construction and services outlined in the scope of services document. Let me say this, "we are not infallible!" As your designs progress, if it becomes obvious that we have not adequately addressed a critical element in our scope of services document, please bring it to our attention via a question to Mr. Waddle.

As can be seen in Sect 8 of the document:

- 1) Design
- 2) Right of Way acquisition services
- 3) Utility Relocation services
- 4) Grade and Drain
- 5) Asphalt paving
- 6) Environmental Work

We require that a breakdown for each of these elements be included in your submittal. The sum of these components should equal your "all inclusive" 1 lump sum bid item. We will also require a 5% bid bond.

In summary your bid should include single lump sum bid item, with a breakdown of all necessary design services and construction items and a separate estimate for utility relocation costs and a separate estimate for R|W costs. This is worth 50% of your score with the Awards Committee.

5) Project Schedule and Capacity: Section 17 covers the elements of project schedule that must be supplied. We also require that a list of current project commitments by members

of your DBT also be included. Evaluation of this information will make up 30% of your score. Please note that the DBT will be responsible for all permits on this project. The project schedule needs to address this issue. Phil Logsdon provided an overview of the permits process and highlighted items he had seen in the field. Specifically, there is probably an intermittent stream that feeds into the roadside ditch that may require special attention if impacted. He advised will use statewide consultants to facilitate getting the environmental overview of the project started. He anticipates this to take about six weeks.

6) Innovation and project management: The features this will address are covered in section 17.2. This is worth the final 20% of your score.

KYTC will prepare our own cost estimate for each of the submittals for evaluation and acceptance purposes.

7) Design Requirements: Please note that no design exceptions have been approved for this project. Should the DBT decide to request a design exception for a particular item, this must be submitted, in writing to Mr. Waddle, no less than 21 (Aug. 18) days prior to the date the submittals are due. This process is further explained in Sect 14.7. There is no guardrail on the project at the present time. KYTC is hoping to keep it that way.

8) All drainage structures and the bridge are to be replaced as a part of this project. The MOT must clarify how the DBT proposes to perform this work. A drainage folder will be required. Please note that all geotechnical investigations are the responsibility of the DBT. A report must be prepared and submitted for review and approval by the KYTC Geotechnical Branch.

KYTC will consider a prefabricated structure, such as a three sided culvert, for use on this project. Whatever structure is proposed and approved, cost effective aesthetic treatments for wing walls or bridge barriers shall be required.

9) Information on paving requirements and typical sections are identified in the appendixes of the document. Please note that the use of an MTV will be required for all mixes containing 76-22 binder. Rideability requirements are applicable for this project.

10) A landscaping plan is required as a part of this project. This should include an inventory of what is currently out there and how the DBT intends to enhance the area.

11) For information purposes, KYTC has been approached by private developers concerning an encroachment permit for a roadway that will tie into Newtown Pike. No permit has been approved to date and KYTC does not have a firm indication of when such a permit will be formally submitted for approval. As with any other encroachment permit, it shall be the responsibility of the Developer to perform his own work. However,

it a possibility that this work may be occurring concurrently with this project. KYTC expects the DBT to make every effort to cooperate such that any conflicts may be kept to a minimum.

Update: The Developer has now submitted a permit application to KYTC. It is currently under review.

Questions submitted by DBTs:

- 1) Question: Will KYTC consider alternate pavement designs for this project?

Answer: No, it has been determined by KYTC that the asphalt pavement design included in the Scope of Services best meets the needs for this project.

- 2) Question: Will KYTC consider eliminating the Ironworks Road shoulder work and resurfacing from the Design Build Project?

Answer: KYTC has reviewed this request. It has been determined by KYTC that completion of the Ironworks Road work should be done as part of this project. Therefore, it shall remain part of the project.

- 3) Question: Due to the difficulty in predicting the length of time needed to complete the environmental overview and permit process, would KYTC consider establishing this as a “Work Day” construction project?

Answer: KYTC recognizes that this component is difficult to predict. The DBT’s are advised to keep this component in mind as they prepare their designs and that “minimal impacts” should result in less time needed to obtain permits. The Project Schedule submitted should clearly define anticipated time needed and when this work will take place as a part of the overall design process. Should the project scope change due to “unforeseen” circumstances related to items beyond the control of the DBT and KYTC, the project schedule will be reviewed to determine if changes are warranted. At this time, the project will remain a “fixed” completion date project. The date is to be supplied by the DBT.

Attendees:

NAME	AGENCY	PHONE
Matthew Simpson	KYTC Const	(859) 246-2355
James Ballinger	KYTC Precon	(859) 246-2355
Ray Polly	KYTC DSHE	564-3730
Jim Wathen	KYTC Director	564-4555
Rob Martin	KYTC Design	564-3280
Brian Billings	ATS Const	(859) 223-7001
Richard Sutherland	American Con Eng	(859) 233-2100

Design Build 7-261

Page 4

Jim Rummage	KYTC	564-3730
Marc Williams	KYTC	564-3730
Clint Goodin	V & M	(606) 248-6600
David Kratt	KYTC Design	564-3280
Amos Hubbard	Kay & Kay	(606) 664-7384
Ananias Calvin III	KYTC Design	564-3280
Keith McDonald	KYTC D-7	(859) 246-2355
Craig Kowalski	American Cons Eng	(859) 291-3216
Glenn Hardin	American Cons Eng	(859) 291-3216
Bill Morris	American Cons Eng	(859) 291-3216
Phil Logsdon	KYTC D-7	(859) 246-2355
Greta Smith	KYTC Construction	564-4780
Rachel Mills	KYTC Construction	564-4780
David Hughes	KYTC D-7	(859) 246-2359
Ken Sperry	KYTC ASHE	564-3730
Don Lawson	KYTC D-7	(859) 246-2355
Donnie Miracle Jr.	KYTC Estimating	564-3280
Cliff Linkes	American Cons Eng	(859) 266-6340
Ron Pfaff	Kay & Kay	(606) 864-7884